

CLASSIFIED MESSAGE

Approved For Release 2000/08/23 : CIA-RDP67B00820R000300120084-8
DATE 2200Z 04 JUNE 64

SECRET

ROUTING

2	OSO	10
3	MO	11
4	"	12
5	SO	13
6	OSA	14
7	RR	15
8		16

PRIORITY

TO : DIRECTOR
FROM : [REDACTED] 25X1AACTION:
INFO : OSA 1-15

IN 81765

TOR: 0001Z 05 JUNE 64

25X1A

TO PRIORITY [REDACTED] 25X1A INFO [REDACTED] 25X1A CITE [REDACTED] 0695
TO: COL. LEDFORD/ATTN: JIM CUNNINGHAM [REDACTED]

25X1A [REDACTED]

25X1A REF: [REDACTED]
FROM: [REDACTED]FOLLOWING IS A RECAP OF THE DAMAGE TO ARTICLE 342 AND OUR
PROPOSED REPAIR OF THE SAME:

(A) MAIN FUSELAGE

- (1) STRUCTURE UNDER COCKPIT IS BUCKLED CAUSING DAMAGE TO
IN ALL RINGS N THIS AREA.
- (2) MAIN LANDING GEAR AND TRUNION FITTINGS WERE TORN OUT.
- (3) THE LANDING GEAR DOORS AND THE LOWER ENGINE ACCESS
DOORS REQUIRE REPAIR OR REPLACEMENT.
- (4) THE UPLOCK BULKHEAD SECTION WAS COMPLETELY RIPPED
OUT CAUSING SOME DAMAGE IN THE DUCT AREA. WE MAY BE
ABLE TO REPAIR THIS DAMAGE BUT MAY REQUIRE NEW SKINS
FOR THE INNER DUCTS AND ALSO SOME NEW RIB FORMERS FOR
SAME.
- (5) THE MAIN GEAR, AFTER BEING TORN OUT CAUSED CONSIDERABLE

SECRET

GROUP I
Excluded from automatic
downgrading and
declassification

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DAMAGE IN THE AREA BELOW THE SUMP TANKS BOTH TO STRUCTURE AND THE SUMP TANKS. THE MAJORITY OF THE FUEL, HYDRAULIC AND ELECTRICAL INSTALLATIONS MUST BE REMOVED TO ACCOMPLISH REPAIRS IN THIS AREA.

(6) BULKHEAD AT FS 365 DOES NOT APPEAR TO HAVE SHIFTED. THIS WILL BE CHECKED OUT IN JIG.

(7) THE B HATCH IS BADLY DAMAGED BUT CAN BE REPAIRED.

(B) AFT BODY

LITTLE APPARENT DAMAGE, HOWEVER WE WILL GO INTO MATING JIG TO CHECK OUT ALIGNMENT. FURTHER INSPECTION OF CRITICAL GEAR COMPONENTS AND WHEELS, ETC., MAY REQUIRE SOME REPAIR AND/OR REPLACEMENT.

(C) WINGS, AILERONS AND FLAP

(1) BOTH WING SKIDS ARE DAMAGED AND WILL BE REPAIRED.

(2) BOTH WINGS WILL BE OPENED TO CLEAN OUT DIRT AND CHECK FOR INTERNAL DAMAGE.

(3) THE LEFT HAND AILERON IS DAMAGED BUT CAN BE REPAIRED.

(4) THE FLAP SECTIONS LOOK OK BUT WILL BE COMPLETELY CHECKED.

SEVERAL COURSES THAT CAN BE FOLLOWED IN UP-DATE AND/OR CONVERSION OF 342 ARE SUBMITTED FOR YOUR CONSIDERATION:

I REPAIR, INSTALL CANOPY EJECTION AND ACCOMPLISH MINIMUM IRAN IN AREAS INVOLVED IN REPAIR, INCORPORATE SB'S, ETC.

25X1A

ROM

TIME SPAN 10 WEEKS

II SAME AS I ABOVE PLUS COMPLETE PHASE III IRAN RATHER

S E C R E T

THAN A PARTIAL IRAN. (PHASE II IRAN WAS COMPLETED 6-19-63
ON 342.)

25X1A

ROM

TIME SPAN 12 WEEKS

III SAME AS II ABOVE PLUS UP-DATE COCKPIT AND INSTALL AP/
COMPASS. THIS WOULD AVOID RETURNING 342 TO FACTORY FOR
UP-DATE IN OCTOBER 1964 PER PRESENT SCHEDULE.

25X1A

ROM

TIME SPAN 12 WEEKS

IV SAME AS III PLUS CONVERSION FROM F TO G CONFIGURATION.

25X1A

ROM

TIME SPAN 18 WEEKS

THE PACING ITEMS FOR CONVERSION TO THE G CONFIGURATION IS THE
MANUFACTURING SPAN OF THE MAIN AND NOSE LANDING GEARS, THIS
REQUIRES 90 TO 120 DAYS. WE ARE GOING FORWARD WITH I AND NEED
YOUR IMMEDIATE APPROVAL TO PROCEED WITH YOUR CHOICE.

WE RECOMMEND III OR IV. THIS WILL REQUIRE RESCHEDULING 358
359 TO AVOID TOO MUCH OVERLAP IN IN-PLANT AIRPLANES.

25X1A

PLEASE SEE THAT

0686.

END OF MSG

S E C R E T